

WRECK

WRECK  
SECTION

pt. 9.

No. 26421

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## Report of Survey for Repairs, &amp;c., of Engines and Boilers

(Received at London Office)

Date of writing Report 17/6/1953 When handed in at Local Office 17/6/1953

Port of SYDNEY N.S.W.

No. in Survey held at SYDNEY N.S.W. on the Machinery of the Wood, Iron or Steel

Date: First Survey 10/6/53 Last Survey 11/6/1953  
Q.S.M.V. "AORANGI"

(No. of Visits 2)

Gross 17486  
Net 9765  
2400  
Nominal  
Power  
of Main Boilers 2  
of Donkey Boilers  
Steam Pressure  
in Main Boilers 120lb  
in Donkey Boilers

Vessel built at Glasgow

By whom Fairfield Co. Ltd.,

When 1924

Engines made at Glasgow

By whom Fairfield Co. Ltd.,

When 1924

Boilers, when made (Main)

(Donkey) (W.T.) made '39 refitted 3,45

Owners Canadian A/Asian Line Ltd.,

Owners' Address

(if not already recorded in Appendix to Register Book.)

Managers

Port London

Voyage

If Surveyed Afloat or in Dry Dock (State name of Dock.)

Afloat

Particulars of Classification (which must be inserted precisely as in Register Book &amp; Supplements).

CHARACTER for Special Survey Date of last Survey and of Periodical Surveys.	Years assigned now expired.	Machinery and Boiler Surveys (including date of N.B., if any).
*100 A1 with freeboard		*LMC 8,48
11,52		T.S.C.P. 9,51
SS Syd. 8,48 (Dr)		" S.A. 3,51
		" S.F. 11,52
		P.O. 13,53
		DBS 2-53

Last Report No. 26277 Port Syd.

Particulars of Examination and Repairs (if any) Adv. of Machy. Survey.

Periodical Surveys, when held, must be reported in detail and verbatim in the terms of the Rules. State clearly the cause of Repairs, if any, and, in detail, the nature and extent of Examinations and subsequent Repairs. Repairs on account of Damage (the cause of which must be stated) should be separated from Repairs due to other causes; and besides being detailed in the body of the report, should be briefly summarised at the end of the report. State also the dates and initials of any letters respecting this case.

Damage cases where the Surveyor has not made a special damage report he is required to state whether

he offered his services for this purpose, and why they were declined

as a damage report made by anyone else? If so, by whom?

Did the Surveyor personally go inside each Main Boiler separately and make a thorough examination at this time?

" " " Donkey " " " " ?

not, state for what reasons

What parts of the Boilers could not be thus thoroughly examined?

What special means, in the absence of internal examination, were adopted by the Surveyor to assure himself of the thorough efficiency of those parts of each Boiler?

State latest date of internal examination of each boiler

Present condition of funnel(s)

Did the Surveyor examine the Safety Valves of the Main Boilers?

To what pressure were they afterwards adjusted under steam?

Did the Surveyor examine the Safety Valves of the Donkey Boilers?

To what pressure were they afterwards adjusted under steam?

Did the Surveyor examine all the manholes, doors and their fastenings of the Main Boilers?

and of the Donkey Boilers?

Did the Surveyor examine the drain plugs of the Main Boilers?

and of the Donkey Boilers?

Did the Surveyor examine all the mountings of the Main Boilers?

and of the Donkey Boilers?

Is the screw shaft now been drawn and examined? Has it a continuous liner? Is an approved oil retaining appliance fitted at the after end?

Is shaft now been changed? If so, state reasons

Has the shaft now fitted been previously used? Has it a continuous liner?

Is an approved oil retaining appliance fitted at the after end?

State date of examination of Screw Shaft.

State the wear down in the

stern bush Is electric light and/or power fitted?

If so, did the Surveyor examine the generators, motors, switchgear, cables and fuses?

Is the insulation resistance of the generators, circuits and apparatus been tested and found to be not less than 100,000 ohms?

Engine parts, when referred to by numbers should be counted from forward.

If the Survey is not complete, state what arrangements have been made for its completion and what remains to be done C.S. case.

The following items opened out examined and found or placed in good condition.

Port Outer Main Engine:-

Ford. compressor complete.

No. 4 cyl. liner, piston, cover, valves and gear.

No. 6 crankpin, webs and bearing.

Port Inner Main Engine:-

Aft compressor complete.

No. 2 crankpin, webs and bearing.

Starboard Outer Main Engine:-

Ford. compressor complete.

No. 1 cyl. complete including jacket.

Auxiliaries.

Emergency bilge pump.

.. / 2

General Observations, Opinion, and Recommendation:-

(State clearly what alteration, if any, is suggested to be made in the existing classification of the vessel's machinery in the Register Book, consequent upon this survey, and also any alteration required to be made in the records of the vessel's machinery, boilers, working pressures, &c.; thus, for example, BS. 9.11, B.M.S. 9.11, L.M.C. 9.11, or L.M.C. 140 lb. F.D., &c.)

This vessel's machinery as far as seen is eligible in my opinion to remain as classed and have record of \*LMC-CS with date when the survey has been completed, subject to previously noted conditions.

Survey Fee (per Section 29)

£ 25 : 0 : 0

Fees applied for,

15/6/1953

Special Damage or Repair Fee (if any) (per Section 29.)

£ : : :

Travelling expenses (if chargeable)

£ : 6 : 0

Received by me,

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Committee's Minute

MONDAY 13 JUL 1953

FRIDAY 17 JUL 1953

Assigned

Deferred for comp. C.S.

J. M. Petrie

Engineer Surveyor to Lloyd's Register of Shipping.



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Lloyd's Register  
Foundation



Q.S.M.V. "AORANGI"

16th June, 1953.

Repairs.

Port Inner Main Engine.

New cover fitted to aft compressor marked:-

Lloyds No. 322  
Head Test 2,000 LBS 22/12/52 I.M.P.  
Jacket Test 85 LBS 14/1/53 J.H.C.

Port Outer Main Engine.

New bottom end bearing and bolts fitted to No. 6 crankpin..

Starb. outer Main Engine.

New liner fitted to No. 1 Unit

Marked Lloyds No. 293  
TEST 100 lbs sq. inch.  
F.K.B. 10/9/53.

Items in S.R. List Not dealt with at this time and it is stated by the Owners' Representatives that the vessel is proceeding to the U.K. for breaking up.

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